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Land Use Action Date:	December 6, 2005
Board of Aldermen Action Date:	December 19, 2005

90-Day Expiration Date:	January 9, 2006
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DATE: October 7, 2005

TO: Board of Aldermen

FROM: Michael Kruse, Director of Planning and Development
Nancy Radzevich, Chief Planner
Jean Fulkerson, Principal Planner

SUBJECT: #306-05 BRAE BURN COUNTRY CLUB petitioning for a SPECIAL PERMIT/SITE PLAN APPROVAL and to extend a NON-CONFORMING USE to make improvements to existing facilities i.e., cart storage barn, maintenance building, pool house, snack bar, paddle tennis courts, and a new maintenance yard, at 326 FULLER STREET and land off Washington Street behind Woodland MBTA station in Wards 3, 4, and 5 on land known as Sec 53, Blk 40, Lot 13, Sect 43, Blk 45, Lot 27 and Sec 32, Blk 27, Lot 1 containing approx 8,282,392 s.f. of land in a district zoned SINGLE RESIDENCE 1.

CC: Mayor David B. Cohen

The purpose of this memorandum is to provide the Board of Aldermen and the public with technical information and planning analysis which may be useful in the special permit decision making process of the Board of Aldermen. The Planning Department's intention is to provide a balanced view of the issues with the information it has at the time of the public hearing. There may be other information that will be presented at or after the public hearing that the Land Use Committee will consider in its discussion at a subsequent Working Session.

EXECUTIVE SUMMARY

The petitioner is seeking approval of a Special Permit to make improvements to a private club in an SR1 zone, amend previous special permits for the site, and to extend a non-conforming structure. Central to the proposed improvements is the relocation of the maintenance operation from the main campus of Brae Burn Country Club to a new facility in a remote location, thereby allowing Brae Burn to convert space previously used for maintenance to an indoor golf facility, and to make renovations to the cart barn, pool and paddle tennis courts, and its parking facilities.

I. BACKGROUND

Brae Burn Country Club is one of the largest privately held open spaces in the City of Newton. Founded in 1897, Brae Burn currently has 685 members and their families. Brae Burn Country Club is preparing to embark on what it calls Phase II of Club improvements. In 1997, Brae Burn Country Club requested and received a Special Permit to undertake a major renovation of its main clubhouse, parking lots, and pro-shop. Now Brae Burn is turning its attention to its maintenance operations and seeks to move most operational uses to a new maintenance yard located at the southwest corner of its property, near the Woodland MBTA Station. After moving maintenance operations, Brae Burn Country Club then proposes to renovate five structures on its main campus.

Brae Burn Country Club has been the subject of numerous special permit requests dating back to 1954.

- Board Order #105683, April 8, 1954 – Swimming pool locker room
- Board Order #1282-56, December 17, 1956 – Locker room addition
- Board Order #1357-57, December 16, 1957 – Restroom facilities on golf course
- Board Order #958-59, September 21, 1959 – Curling rink
- Board Order #818-60, October 17, 1960 – Lighting of parking area
- Board Order #203-71, February 16, 1971 – Paddle tennis courts
- Board Order #718-75, December 1, 1975 – Paddle tennis courts and warming hut
- Board Order #502-76, August 16, 1976 – Asphalt tennis courts
- Board Order #546-77, October 3, 1977 – Free standing sign, corner of Temple St./Comm. Ave.
- Board Order #270-97, November 3, 1997 – Improvements to main clubhouse; new pro-shop
- Board Order #270-97(2), April 5, 1999 – Snack shop/restroom facility on golf course

Modest improvements to the main clubhouse occurred over the years with little real expansion occurring. For example, in 1976, the Board of Aldermen granted a Special Permit under Board Order #502-76, for the construction of two asphalt tennis courts. More recently, in 1988-89, an 8 ½ x 10 ft. kitchen vestibule was handled administratively as a result of a consistency determination by the Commissioner of Inspectional Services.

The last major renovation of this portion of the Club occurred in 1997, when Brae Burn Country Club received approval under Board Order #270-97 (*ATTACHMENT “A”*) for a 5,909 (or 11.5%) square foot expansion and a substantial renovation to the clubhouse. The project consisted of an increase from 45,290 to 51,199 square feet of floor space in the clubhouse, a new pro shop and offices, an expansion in dining seating from 437 to 610 at capacity, an increase in the size of the kitchen, and enlargement and expansion of the men's and women's locker rooms.

Approval was required from the Board of Aldermen for:

- an extension of a non-conforming use,
- expansion of a club or clubhouse in a Single Residence District, and

- parking waiver of 24 stalls.

Many of the conditions placed on Brae Burn Country Club as part of the 1997 Board Order focused on mitigating the impact of traffic for neighborhood residents. The conditions required that Brae Burn use police details and valet service for large events, prohibited rentals to non-member groups, and required traffic and management planing for large special events such as golf tournaments. Additional efforts were made to reduce noise pollution by restricting the types of mowing equipment that could be used and the time of day of mowing. Yet another group of conditions addressed property management issues such as removing dead landscape materials, and improved water quality and maintenance of ponds.

Brae Burn Country Club has no plans to expand its membership or to increase the number of employees as a result of the currently proposed renovation.

II. ELEMENTS OF THE PETITION

For the purposes clarifying its proposal, the petitioner divided its application into two separate design area. The “*Parcel Lot*” includes all those areas in the vicinity of the main clubhouse. On the Parcel Lot the petitioner is proposing to renovate and expand the cart barn, convert the existing maintenance building to an indoor golf facility, renovate and expand the pool house/snack bar, renovate and upgrade existing paddle tennis courts, and make some improvements to the parking facilities.

The second area of the petition is referred to as the “*Maintenance Yard*.” This is an area of the club located to the southwest of the main campus, currently with an internal access only, either by golf cart or maintenance vehicle. At the Maintenance Yard the petitioner is proposing to construct two buildings to house grounds-keeping equipment, maintenance vehicles, dorm rooms, and office space. Access is planned from a new roadway connecting to Woodland MBTA Station, off Washington Street.

III. ZONING RELIEF BEING SOUGHT

Based on the Chief Zoning Code Official’s written determination, dated September 13, 2005 (ATTACHMENT “B”), the petitioner is seeking relief from or approvals through the following sections of the Zoning Ordinance:

- *Sec. 30-15, Table 3, 30-23; 30-24, Approval of site plan and special permit for new maintenance facility exceeding in the aggregate 20,000 sq. ft. of gross floor area, including multiple buildings and structures.*
- *Sec. 30-8(b)(5)*
 - *Approval of special permit for alterations to golf club use in the SR-1 zone.*
 - *Approval of special permit for indoor golf facility in converted maintenance building, as accessory use to golf club use in the SR-1 zone.*

- *Approval of special permit to provide snack bar service in a new separate building at the pool area, as accessory use to golf club use in the SR-1 zone.*
- *Approval of new maintenance facility with multiple buildings and structures as accessory use to golf club use in the SR-1 Zone.*
- *Approval of four dormitory rooms in new maintenance facility as accessory use to golf club use in the SR-1 zone.*
- *Approval under Sec. 30-23 of new site plan*
 - *Elimination of existing shed and construction of new maintenance facility with multiple buildings, structures, and access from the Woodland MBTA Station property.*
 - *Expansion of the cart barn and amendment to layout of adjacent area.*
 - *Amendment to layout of pool-house facility and location of new snack bar structure.*
 - *Amendment to layout of paddle tennis court facility and location of new hut.*
 - *Sec. 30-5(b)(4) grade change exceeding three feet.*
 - *Revised parking plan altering configuration and parking space count at pool-house area.*
- *Relief under Sec. 30-19(m), Exceptions of the parking regulations from*
 - *30-19(d)(13), Approval of waiver to reduce overall parking spaces to the extent necessary, subject to review and approval by the Board of Alderman.*
 - *30-19(h)(4)a, Approval of waiver to reduce two-way entry /exit drive near cart barn from 20 ft. to 18 ft.*
 - *30-19(h)(4)a, Approval of waiver to reduce access drive at south end of pool-house parking facility and at paddle tennis court parking facility from 20 ft. to 18 ft. should this be determined to be a two-way access drive.*
 - *30-19(j)(1), Approval of waiver to reduce illumination below 1 ft.-candle at multiple locations.*
- *Approval under Sec. 30-23, BO 270-97, of alterations to existing parking primarily serving the main clubhouse facility to the extent necessary and subject to review and approval of the Board of Aldermen.*
- *Approval under Sec. 30-23, BO270-97, of alterations to existing parking primarily serving paddle tennis courts to the extent necessary and subject to review and approval of the Board of Aldermen.*
- *Approval under Sec. 30-21(a)(2)a, 30-21(b) extension of non -conforming structure, namely of cart barn, within front setback.*

- ***Approval under Sec. 30-24(d), to amend Board Order BO270-97; 270-97(2), Approval to amend prior Board Orders#270-97; 270-97(2) to the extent applicable.***
- ***Sec. 30-24(d) Approval of special permit.***

Although the CZCO noted that the petitioner needed approval or relief from the following sections of the Revised Zoning Ordinance, the petitioner has since altered its plans such that the Planning Department believes these are no longer necessary.

- Sec. 30-19(d)(17), Approval of waiver to reduce parking from 23 spaces to 19 spaces at proposed new maintenance facility.
- Sec. 30-19, Table 3, Approval of waiver to reduce parking setback from 10 ft. to 9 ft. at proposed new maintenance facility abutting a Public Use zone
- Sec. 30-19(j)(1), Approval of waiver to allow illumination spillover onto the Woodland MBTA Station property at rear entry to new maintenance facility.

IV. SIGNIFICANT ISSUES FOR CONSIDERATION.

In reviewing this petition, the Board of Aldermen should consider the following:

- ***Whether there is a significant impact associated with moving the existing maintenance facilities to the proposed new location;***
- ***Whether the proposed new or altered structures will have any adverse impact on abutters;***
- ***Whether there are significant adverse parking impacts related to the indoor golf facility; and***
- ***Whether the proposed grade changes of more than 3 ft. will have any adverse impacts on the abutting neighborhood.***

V. CHARACTERISTICS OF THE SITE

Brae Burn Country Club is a large open tract of land containing approximately 193 acres with 27 holes of golf. The entire parcel is located within the Single Residence 1 District. The site contains a number of recreational facilities including the 52,000 square foot clubhouse, golf course, six tennis courts, three paddle tennis courts, and a swimming pool. Access to the clubhouse facility occurs from the main entrance on Fuller Street. Across Fuller Street, and accessed from Fuller Street and Commonwealth Avenue, is a parking lot that can accommodate 179 vehicles. Additional parking is available in the main campus area. A considerable amount of on-street parking occurs on the southerly side of Fuller Street closest to the entrance. Internal to the facility is an access driveway (west of the clubhouse) which leads to parking areas for maintenance and grounds employees as well as for the swimming pool and paddle tennis courts.

There are two ponds located on Brae Burn Country Club property. Brae Burn Pond is in close proximity to nearby Day and Fuller Streets. Cheesecake Brook crosses Brae Burn property, flowing into Brae Burn Pond. There is also a wetland and intermittent stream on

the property. An important feature of Brae Burn Country Club is its topography. Many of its buildings are nestled or built into the hillsides, which results in a varied landscape that hides the actual size of the club's facilities. The open space and topography provides a variety of habitats for local wildlife.

Specifically, Brae Burn is proposing work on 2 areas of the site. The Parcel Lot, also referred to as the main campus of the club, includes several existing maintenance or storage buildings, the pool facilities, and the paddle tennis courts. This portion of the club is notable for its steep topography, which has its high point at Fuller Street, and descends rapidly downhill to the paddle tennis courts, which sit in a natural low-point at the club.

The area of the proposed Maintenance Yard is characterized by a large open area of exposed sand and dirt, and scattered piles of grass clippings and other organic refuse, and some storage in the existing metal shed. Immediately adjacent to the Maintenance Yard is a parking structure, currently under construction, at the Woodland MBTA Station. The Maintenance Yard is also in a natural low-point in the topography and nearly invisible from the golf course itself because of steep hillsides on two sides of the site.

VI. CHARACTERISTICS OF THE NEIGHBORHOOD

Brae Burn Country Club is surrounded on three sides by residential neighborhoods zoned as SR1, SR2, or SR3. The MBTA right-of-way for the Green Line runs behind the southern end of the country club before terminating at Riverside Station. The southwest corner of the club abuts Woodland T-Station, the site where a new MBTA garage is under construction and where the Arbor Point residential development will be under construction starting next spring or summer.

VII. PROJECT DETAILS

A. Parcel Lot

Cart Barn (Building A on plans)

The existing cart barn is both time-worn and in need of renovation. The cart barn currently has a system of garage doors that are opened throughout the day, which causes the interior workspace and storage to be visible to passers-by. Brae Burn Country Club proposes to renovate the existing building and expand the cart barn by removing the one-story metal shed to the right of the barn. The attached one-story metal shed will be replaced by an attached structure with a similar roofline and the entire building will be renovated. By doing so the Club will be able to provide year round storage for golf carts and provide a suitable caddy lounge with improved utility and HVAC services. The overall appearance of the cart barn will be greatly improved. The rear of the cart barn backs onto Fuller Street, but because of the topography, the sidewalk on Fuller Street is at the height where the cart barn roof begins, and with the exception of the roof itself, is mostly hidden from view.



Figure 1. Existing Cart Barn

Existing Maintenance Building (Building B)

The existing maintenance operations will be moved to another location on club property, which will provide the opportunity for a new use for this one story cinder block and metal structure. The new use proposed for this building is an indoor golf facility for Club members. The facility will operate year round from 7:00 AM to 10:00 PM and provide instructional services by Brae Burn professional golf staff. The indoor golf facility is proposed for only half of the building. The other half will be used for storage.

A new entrance will be created to access the indoor golf facility. As proposed, Club members will cross the driveway at the pro-shop, cross a wooden bridge, and enter an enclosed stairway that will descend down to the level of the indoor golf building. An emergency exit will lead to the adjacent parking lot, and any storage deliveries will take place from the parking lot as well. A gravel and dirt path that currently exists at the backside of the existing maintenance building will be restored with loam and seed.



Figure 2. Existing Maintenance Building

Pool House and Snack Bar (Building C)

The existing pool house will be renovated with two small bump-outs on either side of the entrance door. This is to accommodate slightly larger men's and women's locker rooms. The current snack window, which is contained within the existing pool house will be removed, and relocated to a newly constructed snack bar building. This building will be built into the hillside between the pool and the pro-shop, requiring some excavation. An eating deck with two permanent retractable shade structures will be built between the

new snack bar and the pool house. The hours of the snack bar will be unchanged from the existing snack counter; open from 11:00 AM to 7:00 PM seven days a week from late May to September, and will serve from 20 to 150 customers per day, depending on the weather.



Figure 3. Existing Pool House



Figure 4. Location of Proposed Snack Bar

Paddle Courts and Hut (Building D)

There are three paddle tennis courts at Brae Burn Country Club. Paddle tennis is primarily a winter sport played on raised metal courts, which are warmed by an undercourt heating system, and requires a warming hut for the benefit of the players. The petitioner is proposing to improve access to the courts by relocating the warming hut, which will allow for a larger deck area around the existing courts. The courts are available for member use from 7:00 AM to 10:00 PM. They are located at the lowest point on the Parcel Lot.

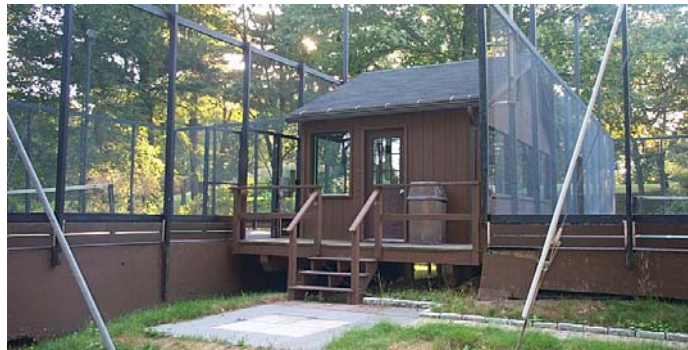


Figure 5. Existing Paddle Tennis Courts

The fuel for the under-court heating system is currently contained in an above-ground propane storage tank located adjacent to the paddle courts. The petitioner proposes to remove the tank and install an underground pipeline, running from Fuller Street down to the paddle courts.

Parking Improvements

The petitioner proposes to upgrade some of the parking facilities in the areas of the main campus included in the Parcel Lot. The existing parking facility that serves the cart barn and maintenance building will be improved with curbing and catch basins to control run-off. A vegetated swale is proposed to improve the treatment of run-off from this paved area.



Figure 6. Existing Parking Facility

Above-ground and underground fuel storage tank in the area of the cart barn will be removed.

The driveway that descends down to the pool area will be slightly re-graded to allow for a reconfiguration of the parking lot which serves the pool area. The parking area will also be rebuilt with curbing and catch basins, and will provide parking for 19 vehicles, including one handicap space. A sidewalk is proposed for the east side of the driveway, to allow pedestrians to stay out the roadway when walking down to the pool area from the pro-shop and upper parking lots on Fuller Street.



Figure 7. Driveway from Pool to Fuller St.

Currently there are no plans to upgrade the parking lot adjacent to the paddle tennis courts other than to repaint the parking stalls. This is a large surfaced lot that can accommodate, based on the Planning Department's 1997 memo for Board Order #270-97, up to 20 vehicles.

B. Maintenance Yard

Maintenance operations that are currently housed in the old maintenance building on the Parcel Lot will be moved to the new Maintenance Yard. The purpose of the move is to centralize maintenance operations and reduce impacts on area abutters, members, and guests. Deliveries, trash removal, storage, employee parking, and other uses associated with a maintenance operation will be accessed via a new driveway that will connect to the MBTA controlled access drive for the Woodland T-Station garage currently under construction. Topographically, the proposed site is a natural bowl, surrounded by dense trees and under-story of shrubs and bushes. A one-story metal storage building will be removed. Years of dumping from course maintenance has created huge piles of organic materials that will also be removed.



Figure 8. Existing Conditions at Proposed Maintenance Yard



Figure 9. Existing Storage Shed



Figure 10. MBTA Garage from property line

The new operations area will consist of two buildings: an office and maintenance building and an equipment storage building. In addition there will be a structure for a wash-down facility, pesticide storage and mixing, a fuel storage tank, sand silo, and material storage bins. Utility services at the yard will be brought in along the access road from the Woodland T-Station parking garage. Gas service will come from Stanton Avenue across the 4th hole, and will be connected in its own line to the City sewer manhole located in the 8th hole

Maintenance Building (Building E)

The maintenance building will include 9,000 s.f. of office area, a 900 s.f. dorm with four bedrooms and two baths, a 5,000 s.f. shop, and a 1,500 s.f. service core. The building will be heated, insulated, and fully sprinklered.

Equipment Storage (Building F)

The equipment storage building will house all equipment for maintaining the golf course and the rest of Brae Burn Country Club's property. This facility will have an overall area of 9,800 s.f.. The equipment storage building will be unheated with a dry sprinkler system and contain a digital fire alarm system.

Material Storage and Washdown Building

The proposal takes advantage of the natural topography in order to facilitate the collection and removal of organic and other refuse. The Maintenance Yard will be re-graded to take advantage of the natural topography to facilitate refuse collection and removal, and washing down of equipment. Maintenance vehicles will be able to drive to an upper level, then dump refuse directly below into a 40CY dumpster, a 6CY dumpster, and recycling bins. In addition, a group of four covered material bins are proposed for storing bulk landscaping materials. These bins are 8 ft tall three-sided CMU wall enclosures. A sand silo, placed on a concrete pad, is proposed adjacent to the material bins. The petitioner provided a specification sheet for the silo intended for site.

Washdown activities that currently take place in the Parcel Lot area will be relocated to a covered structure at the proposed Maintenance Yard.



Figure 11. Looking down into area of Proposed Maintenance Yard from hillside

Pesticide Storage

Herbicides and fertilizers currently are stored in the existing maintenance building in the Parcel Lot area. These pesticides often require mixing. The petitioner proposes to move all pesticide storage and mixing to the new Maintenance Yard area in a dedicated storage unit that can provide appropriate security. The storage unit is located on the eastern edge of the Maintenance Yard, and mixing will take place within the storage/office building.

Fuel Tank

An above-ground storage tank will be installed in the Maintenance Yard once above and below ground tanks are removed from areas near the cart barn. The petitioner provided specifications on the type of tank that will be installed.

Parking Lot

A parking lot with 23 spaces, including one handicap space will be constructed at the proposed Maintenance Yard. The petitioner states that at most, 28 employees will be working at the yard. Pole mounted light structures will be provided.

VIII. ANALYSIS

A. Technical Analysis

As the Chief Zoning Code Official states in his memorandum, because the SR1 zoning district does not contain dimensional requirements for clubs, the appropriate zoning controls for this site are based on the most restrictive standards from a zoning district where a club is allowed as of right. Table 3 of Section 30-15 indicates that the Limited Manufacturing Zone is the appropriate district, with the following dimensional controls.

Applicable Dimensional Controls	Limited Manufacturing		
	Required	Existing	Proposed
Lot Area	none	8,275,967 s.f.	Unchanged
Lot Frontage	none	340 ft	Unchanged
Setbacks			
Front	25 ft	5 ft	unchanged
Side	40 ft	315 ft	unchanged
Rear	40 ft	40 ft	90 ft
Building Height	3 stories or 36 ft.	3 stories	unchanged
Total FAR	none	.009	.011
Lot Coverage	25%	.5%	.7%
Open Space	65%	98.4%	97.6%

As shown in the table above all of the dimensional requirements are met except the front setback. The existing cart barn Building A on the site plan, is just 5 ft. from the property line at its closest point. The proposed extension of the cart barn continues to encroach into the front setback at Fuller Street. The proposed addition will be 6.6 ft. from the property line.

The Chief Zoning Code Official noted a second encroachment into the setback in the area of the Maintenance Yard. A 10 ft. setback is required when a parking facility abuts a Public Use Zone. The petitioner has updated its plans and eliminated any encroachment into the parking area.

The following table illustrates proposed building increases in the Parcel Lot, and Maintenance Yard.

Proposed Building Size Increase		
Parcel Lot	Existing	Proposed
Building A Cart Barn	3,853 s.f.	4,438 s.f.
Building B Existing Maintenance Bldg.	9,091 s.f.	9,603 s.f.
Building C Pool House	2,121 s.f.	2,481 s.f.
Snack Bar	0 s.f.	576 s.f.
Building D Paddle Hut	252 s.f.	384 s.f.
Total Gross Square Feet:	15,317 s.f.	16,906 s.f.
Net Increase		1,589 s.f.
Maintenance Yard		
Building E Maintenance	0	9,000 s.f.
Existing Metal Storage Building	4,200 s.f.	0
Building F Equipment/Storage	0	9,800 s.f.
Washdown Structure	0	625 s.f.
Covered Material Bins	0	1,071 s.f.
Total Square Feet	4,200 s.f.	20,496 s.f.
Net Increase		16,296 s.f.

The Limited Manufacturing Zone requires that buildings over 20,000 s.f. trigger the need for site plan approval and a special permit. The Maintenance Yard proposed by the petitioner triggers this requirement.

The net increase in building size for the Parcel Site is 1,589 s.f.. This represents a very small increase given the size of the entire property, and an existing floor area of just under 74,500 s.f.. With a total lot area of 8,275,967 s.f., Brae Burn Country Club is still well within the zoning limitation on 25% maximum lot coverage required by the Revised Zoning Ordinance

B. Parking Requirements (Section 30-19)

The following table illustrates how the proposed plans meet or do not the requirements of the Revised Zoning Ordinance.

Proposed Parking	Existing/Approved under #270-97(2)	Proposed
Main Lot across Fuller Street	179	179
Old Maintenance Building	31	31
Pro Shop	6	6
Pool Area	16	19
Paddle Tennis Courts	20	20
New Maintenance Yard	0	23
TOTAL	252	278
Waiver	24	21 (includes credit for 3 additional spaces at Pool Area)
Total	276	299

In 1997, Board Order #270-97 approved a special permit and site plan that indicated Brae Burn Country Club would provide 252 parking spaces on its property. The Board Order also granted Brae Burn Country Club a 24 space parking waiver, resulting in a total parking requirement of 276 vehicles. At the time of 1997 special permit, significant consideration was given to mitigating the impact of on-street parking along Fuller Street and the inconvenience and hazard it posed to neighborhood residents. In order to accommodate the 31 spaces adjacent to the old maintenance building, the approved site plan reduced the size of the parking spaces below what is required by the parking standards. Some of the stalls are 17 ft. deep, and some are 8.6 ft. wide. The same parking stall sizes are proposed to continue as approved by Board Order #270-97.

In the current proposal, the petitioner is adding a total of 3 parking spaces to the pool area parking facility, thereby reducing its need for a parking waiver from 24 down to 21 spaces. The Chief Zoning Code Official in his memorandum dated September 13, 2005, states that the rear Maintenance Yard will require a total of 23 spaces to meet the requirements of the zoning codes for a maintenance facility of this type. The petitioner has since altered its site plans to show the required 23 parking spaces.

All but the paddle tennis court parking facilities in the proposal are designed to allow bumpers to overhang the curb without affecting the landscaping buffer, allowing parking stall length to be reduced by up to 2 feet from the required 19 feet. The maneuvering aisle for the pool area parking facility and the paddle tennis court facility are reduced to 18 ft. from the 20 ft. as required by the parking standards.

The submitted photometric plans show lighting levels that do not meet the 1.0 ft. candle requirement in the parking lot standards of the Revised Zoning Ordinance. The Chief

Zoning Code Official noted some spillover of light from the Maintenance Yard parking lot onto MBTA property. The petitioner has since updated its plans to eliminate any spillover.

C. Conservation Commission

Brae Burn Country Club is located within a Wetland Resource Area, and the City's Floodplain/Watershed Protection District. All construction within the wetland, floodplain, and the 100 ft. buffer will require the review of the City's Conservation Commission. The parking lot adjacent to the old maintenance building is within the 100 ft. buffer of the Brae Burn Pond.

An additional protected wetland resource area exists adjacent to the paddle tennis courts in the form of an intermittent stream. The proposal calls for a gas supply line to be routed underground crossing through the 100 ft. protective buffer, beneath the stream itself, and ending at the paddle tennis court hut. The entire surrounding buffer protection area includes a portion of the pool house, pool parking lot, and the entire paddle tennis facility. The protected resource is on the east side of the paddle tennis courts. To the west of the paddle tennis courts is Cheesecake Brook, which runs into Brae Burn Pond. No portion of the proposal directly touches Cheesecake Brook, but does fall within the 100 ft. protective buffer.

The petitioner is scheduled to meet with the Conservation Commission on October 27, 2005.

D. Historical Commission.

An application for demolition review was submitted to the Newton Historical Commission and reviewed on August 16, 2005. The Commission reviewed the proposed demolition of a twentieth century metal shed and detached garage. The Commission determined that the structure is not historically significant, as defined by the Demolition Review Ordinance, and therefore no further review is required.

E. Utilities and Drainage

The City Engineer is expected to provide a written review under separate cover, of all issues related to utilities and drainage at the site.

F. Relevant Site Plan Approval Criteria

1. Convenience and safety of vehicular and pedestrian movement within the site and in relation to adjacent streets, properties or improvements, including regulation of the number, designed and location of access driveways and the location and design of handicapped parking.

Overall pedestrian and vehicular movement is expected to improve as a result of the proposal. Existing conditions require that all maintenance vehicles enter and exit Brae Burn Country Club at the main entrance on Fuller Street.

All services related to trash removal, deliveries, repairs, all enter at Fuller Street, along with all members trying to park at the pro-shop, pool, or paddle courts. Furthermore, all pedestrians are required to walk down a steep driveway, without the benefit of sidewalks, to reach the pool facilities. ***The City's Transportation Planner believes that the separation of member and maintenance traffic will improve overall safety at the site.***

The addition of bumpers and catch basins will improve the appearance and use of the parking lots. The current parking facilities exhibit areas where water does not drain because of uneven surfaces and parking stalls that are not clearly marked or organized. The current proposal provides three bicycle racks. Two are located in the Parcel Lot adjacent to the cart barn and the pool facilities, and the third is for the employees of the new Maintenance Yard. The racks appear to be located adequately for both members and employees.

The Planning Department believes the parking facilities as proposed, including the size of the parking stalls, and the dimensions of the access drives, are not only adequate, but preferable, in order to minimize the amount of impervious parking surface at Brae Burn Country Club.

The petitioner states in its application that the indoor golf facility intended to be open year-round, though the most intense usage is anticipated during the winter months when the outdoor golf course is not open. There are four hitting cages that will be served by two golf teaching professionals. Though the facility is available for member use from 7:00 AM to 10:00 PM, it is not likely to be used at capacity for the entire day. The petitioner has not provided any analysis of the parking need for the indoor golf use.

The lighting plan for the Parcel Lot shows lighting levels that fall below the 1.0 ft candle required by the Revised Zoning Ordinance. The petitioner has asked for a waiver from this requirement. ***The Planning Department supports this request because the Parcel Lot area of Brae Burn Country Club is located within a residential neighborhood.***

The lighting plan at the parking lot for the Maintenance Yard also shows lighting levels that fall below 1.0 ft candle. ***The petitioner requested and the Planning Department supports, a waiver from the lighting requirements for the following reasons: the parking lot is not expected to be heavily used in the evening, the maintenance building houses four dormitory rooms, and there are nearby residents at the Arbor Point development.***

The reduction in the parking waiver from 24 to 21 spaces appears to be appropriate, given that the petitioner is proposing to add three parking spaces to the pool area parking facility. Overall, available parking in the Parcel Lot will increase to 255 spaces.

2. Adequacy of the methods for disposal of sewage, refuse and other wastes and of the methods of regulating surface water drainage

The petitioner should be expected to clarify the differing purposes of the 40CY and 6CY dumpsters. It is not clear if one of the two dumpsters is dedicated to organic materials and if those materials are to be composted or recycled in any way. Furthermore, it is not clear if the recycling bins at the Maintenance Yard are for the waste generated by the entire club, or just for what is generated at the Maintenance Yard itself. ***Prior to the Working Session, the petitioner should provide a statement detailing how wastes of all types are to be collected and disposed of.***

The City Engineer's review, under separate cover, is expected to address these issues.

3. Provision for off-street loading and unloading of vehicles incidental to the servicing of the buildings and related uses on the site

Under this proposal, many, but not all services related to the maintenance of Brae Burn Country Club will be moved from the Parcel Lot to the Maintenance Yard. Thus much of the off-street loading and unloading of vehicles will not conflict with the movement of member vehicles and pedestrians at Brae Burn. The Planning Department believes this is an overall benefit of the proposal.

4. Avoidance of major topographical changes.

The petitioner is proposing several areas of grade changes of three feet or greater. In the Parcel Lot portion the grade changes are limited to two parking areas. The purpose of the grade changes is to control the movement of water across the surface of the lots and subsequent drainage into stormceptor inlets. Re-grading also allows for more efficient usage of the existing parking lots and allows an increase in the number of vehicles that can be accommodated. The grade changes associated with the Parcel Lot requires a small section of retaining wall next to the new snack bar building. The cast-in-place concrete retaining wall is 5.1 ft at its highest point. Re-grading in these small areas will have no impact on the surrounding neighborhood or immediate properties.

Tree removal in the Parcel Lot will be limited to an 18 inch DBH oak tree, and a 10 inch white pine. The oak tree must be removed to accommodate the expansion of the paddle court deck. The other tree will be removed to allow the construction of the stair tower of the indoor golf facility. The petitioner is proposing to install 117 caliper inches of new landscape materials in the Parcel Lot, including, oak, maple, elm, hemlock, and katsura trees.

Major re-grading is proposed for the area of the Maintenance Yard. The footprint of the entire maintenance/office building is within an area requiring a

change of up to 20 ft. in elevation. The proposal takes advantage and expands on a natural bowl in the topography of the site. The entire hillside behind the new equipment building, storage bins, and refuse dumpsters must be retained. The portion of the access road that will be built on MBTA property also requires significant grade changes. Though the City of Newton does not have authority to review activity on the MBTA property, the petitioner should ensure that its drainage calculations take into account the significant re-grading associated with the access road.

The retaining wall necessary to support the hillside will be 8 ½ ft. in height, and constructed of cast-in-place concrete. The petitioner states that for safety reasons, the retaining wall will be topped by a railing or a fence. The retaining wall will not be visible to members of Brae Burn Country Club or to any abutting residents.

The Maintenance Yard as proposed will be the site of significant tree removal governed by the Tree Preservation Ordinance. According to the petitioner's plans a total of 222 caliper inches will be removed from the entire site, with the great majority of these coming from the Maintenance Yard. The petitioner is proposing to replace those trees with a line of evergreens at the western edge of the new parking area. Overall the petitioner will be installing 105 caliper inches of new trees in the Maintenance Yard.

5. Screening of parking areas and structures on the site from adjoining premises or from the street by walls, fences, plantings, or other means.

The natural topography of the site provides most of the screening necessary to protect abutting neighbors. Brae Burn Country Club also has the benefit of an abundant, mature and varied landscape. No impact on Fuller Street is expected as a result of the proposal. In the Parcel Lot only a small area of open land will be disturbed by the proposed renovations or new construction. The petitioner's landscape plan appropriately addresses screening and landscaping needs.

The parking area and buildings proposed for the Maintenance Yard will be screened from Woodland MBTA Station and Arbor Point by a row of evergreen trees to be planted long Brae Burn Country Club's property line. The location of the new MBTA parking garage also creates a screening effect for future residents of Arbor Point.

6. Consideration of the site design, including the location and configuration of structures and the relationship of the site's structures to nearby structures in terms of major design elements including scale, materials, color, roof and cornice lines

The renovations proposed for the Parcel Lot are in keeping architecturally with the scale and materials of the existing structures. Furthermore, because of the topography of the site, except for changes to the cart barn, the renovations should not be visible to the surrounding neighborhood.

The cart barn renovations call for matching the existing roofing materials, shingled siding, and trim details. The exterior of the existing maintenance building will be partially renovated when it is converted to the proposed indoor golf facility. The bridge and stair structure that will be added to create improved access will include stone entrance walls, a wood beamed bridge, and a hardy plank sided stair tower. The old maintenance facility is nestled down below the driveway and is heavily landscaped. The addition of the stair tower will help improve the overall appearance. The changes proposed for the pool house, the construction of the snack bar, and the small expansion of the paddle tennis court facility will have no impact on the overall site design.

The Planning Department would like the petitioner to include a dormer or some such feature to break up the roof surface of the cart barn extension.

The height of the cart barn extension will be higher than the roof of the metal storage shed that it is replacing. Because of the drop-off in topography the roof structure begins at the height of the sidewalk along Fuller Street. Some architectural feature in the roof structure would help improve its appearance.

The Planning Department recommends that prior to the Working Session the petitioner provide updated architectural plans for the cart barn showing some roof detail to break up the roof plane along Fuller Street.

The proposed buildings in the Maintenance Yard will be simple metal structures, with a maximum height of 21.2 ft. Notes on the plans state that the buildings will be beige or a similar color, with evergreen colored roofs. The buildings are meant to fade into the surrounding landscape. Though a significant amount of re-grading and tree cutting must occur to construct the Maintenance Yard, the petitioner has indicated on his landscape plan that new plantings will be installed to help screen the facility.

Because of the topography of the site, the facility should not be visible from the nearest existing neighbors on Stanton Avenue. However, some apartments at Arbor Point on the upper floor may see the roof structures of the Maintenance Yard buildings. The petitioner proposes to plant evergreen trees at its property line to shield the view for Arbor Point residents. The proposed Maintenance Yard will be visible from the new Woodland T-Station garage, which is currently under construction. Nearby residents should not be able to see the proposed maintenance bins, dumpsters, or sand silo.

G. Relevant Special Permit Criteria

1. The specific site is an appropriate location for such use/structure.

This petitioner is seeking approval to make improvements to the Parcel Lot portion of Brae Burn Country Club for the benefit of its members. The improvements as proposed will provide an added benefit to the neighbors of Brae Burn Country Club. By moving the existing maintenance operations away from Fuller Street, the impact of maintenance operations, such as noise, fumes, and truck traffic will be eliminated.

The extension of the non-conforming cart barn will improve its overall appearance and provide suitable facilities for the caddies. Golf cart storage and maintenance already exist in the cart barn adjacent to Fuller Street.

Though the underlying zoning is Single Family Residence 1, Brae Burn Country Club has existed at this site for over 100 years. The changes proposed by the petitioner, particularly the relocation of the maintenance operations, will allow Brae Burn Country Club to continue to co-exist with the surrounding neighborhood with minimal impact.

2. The use as developed and operated will not adversely affect the neighborhood

The proposed renovations of the Parcel Lot should not have any adverse impact on the surrounding neighborhood. While the indoor golf facility represents a new use for the site, it is only available for the use of the membership. It may result in more members coming to site in the winter months when the outdoor golf course is closed, but Brae Burn has sufficient parking to support member usage.

The Maintenance Yard will be served by a shared access road coming from the MBTA property at Woodland Station. Access to the Maintenance Yard will be controlled by a double-swing gate at the property line. The petitioner provided a copy of the agreement between the MBTA and Brae Burn Country Club. It indicates that much attention was given to the potential impact of maintenance vehicles using this access road, and specific provision were included to help mitigate any adverse impact on commuters using the parking structure, or residents of Arbor Point.

Section 1(ii) of the agreement restricts the use of this access in the following manner:

The maintenance road shall be limited to Brae Burn employee access for normal support activities for a private golf course/country club and up to five (5) truck deliveries per day. Such access shall not be used by members or guests of Brae Burn and shall be limited to maintenance type support

functions. There shall be no limitation on hours of access by employees. Truck deliveries shall be limited to the hours of 9 A.M. to 4 P.M. all days of the week. For purposes of this (agreement), "trucks" shall mean motor vehicles with ten or more wheels, or with detachable trailers, or for the transportation and delivery of concrete, gravel, fuel, trash or refuse removal (e.g. grass clippings, leaves or fill).

Construction of the Maintenance Yard, if approved, will likely occur before or at the same time as the construction of the Arbor Point development. Therefore, construction should have no impact on the neighborhood.

3. There will be no nuisance or serious hazard to vehicles or pedestrians

As proposed, the project will decrease the potential for hazardous encounters between vehicles and pedestrians. The request to reduce some the dimensional requirements for parking facilities will not create any additional concerns for safety at the site.

The fire department completed its review of the proposal and date stamped the petitioner's plans as reviewed and accepted on October 4, 2005 "Site Only". A letter to that effect provided by the fire department is attached. (ATTACHMENT "C")

4. Access to the site over streets is appropriate for the type(s) and numbers(s) of vehicles involved

A positive change is anticipated for the Fuller St. entrance with the elimination of maintenance operations from the Parcel Lot. The entrance to the Maintenance Yard through Woodland Station is regulated by the agreement between Brae Burn Country Club and the MBTA.

A review by the City's Traffic Engineer will be submitted under separate cover.

IX. SUMMARY

The proposal submitted by Brae Burn Country Club is complex in the number of improvements it proposes, but the impacts of those changes are not expected to be significant. Brae Burn Country Club has been working toward reducing impacts on the neighborhood since 1997. The Board Order dating from that year devoted significant attention to conditions of approval that would reduce noise and traffic for the neighbors, particularly along Fuller Street. The current proposal continues this effort.

The Planning Department recommends that the petitioner provide the following additional information prior to the Working Session.

- 1. Revised set of Landscape Plans that clearly indicates a tree replacement program in accordance with the requirement of the Tree Preservation Ordinance.*
- 2. Revised architectural plans showing the addition of an architectural feature, such as a dormer, to that roof of the cart barn which faces Fuller Street.*
- 3. Statement clarifying the collection and removal of all waste from the Maintenance Yard.*
- 4. Documents showing any determinations resulting from the petitioner's hearing before the Conservation Commission schedule for October 27, 2005.*

ATTACHMENTS

ATTACHMENT "A": Board Order #270-97, November 3, 1997.

ATTACHMENT "B": Zoning Review Memorandum, September 13, 2005

ATTACHMENT "C": Letter from Fire Department, October 4, 2005